

ton, in the following defense of Mr. Corwin and rebuke of Mr. Clay. We insert it entire, as a magnificent tribute to the personal character of Mr. Corwin, though there are some expressions in it which we do not approve.

A Washington correspondent of the Southern Patriot lately wrote a letter for that paper, repeating certain remarks he heard Mr. Corwin make at a dinner given by him to a few friends, in which he denounced the Abolitionists in the most contemptible and bitter style. We observe with deep regret that Cassius M. Clay has made this anonymous letter the occasion for a severe and unjust attack upon Mr. Corwin, in which he charges him with deliberate treachery to the cause of Freedom, for which he was rewarded by a seat in the cabinet, &c., &c.

Mr. Corwin is one of our friends. We know him intimately—we know him to be humane, generous to a fault, and of the very constitution of his nature, opposed to slavery and oppression of every form. Why did not Mr. Clay, whom Mr. Corwin had supposed his friend, write to him and ascertain whether the representation in the Southern Patriot was a fair one, before making war upon him? Why take an anonymous newspaper report as the ground of so fierce an attack upon the reputation of a man deserving of retiring quietly to the shades of private life?

Mr. Corwin, it is well known, is given to banding. Frank, humorous, amusingly hyperbolic, he is constantly uttering sentiments in the social circle, which a solemn man, unable to appreciate a jest, is very apt to misunderstand, and which, if reported as in earnest, would lead to woful misapprehension. We have heard him say as many extravagant things as the Southern Patriot reports, but we knew what he meant. We have heard him, with the most ludicrous gravity and terrific hyperbole, anathematize all humanity, all philanthropy, and effect the ferocity of a Nero—and in an hour afterwards have seen him blazhing with indignation at some act of injustice and oppression, and contributing hundreds of dollars towards the redemption of a fellow creature from bondage. The very social qualities that make him the life of a private circle, lay him open to the most inhuman misrepresentation.

The unfortunate act of Mr. Corwin's life was consenting to take a seat in the Cabinet of Mr. Fillmore. This act is utterly misunderstood and misrepresented by Mr. Clay. He attributes it to premeditated treachery! Speaking of the Wilnot Proviso agitation, and the discussion of the Compromise in the Senate, he says:

"He gave way when the peltings of the storm had raised came on. He determined at once to desert to the enemy. During the long time that the friends of freedom, under the lead of Gen. Taylor, fought for the Jefferson idea and against the platform, Tom, who was now fit for anything but speech, spoke not. His treachery was anticipated and developed in his reward—a Cabinet appointment!"

Now, we happen to know that all this is wholly unjust. Mr. Corwin was acting with the friends of freedom all through the struggle against the Compromise. He was never absent from his post, he always voted with the opponents of that batch of mongrel measures. Mr. Benton was recognized, by general consent, as the leader against Mr. Corwin was anxious to do nothing that would derange the order of battle. He had his speech prepared, against slavery and slave extension, was ready at any time to deliver it, but was restrained by the advice of friends who wished to see the Compromise defeated, and feared that such a demonstration as he would be sure to make might disaffect some of the Southern men who were opposed to omnibus legislation. He acted in good faith, from the best of motives. There was no treachery about him, although we thought and still think that he was ill-advised by his friends.

The Compromise was defeated—Mr. Fillmore became President. Nobody at that time could predict the extent of his defection. Mr. Corwin was consulted about the formation of the Cabinet. He did not dream that he could be persuaded to enter it. He scouted the idea—such a step could be no gain to him—it would probably put an end to his political career. But he was besieged on all hands, day after day. His loyalty to the Whig party was appealed to—he was reminded of his obligations to that party—his personal friends plied him with every argument, until at last, against his inclination, against his judgment, we are sure, he consented to become a member of the Cabinet, feeling at the same time that he was making a sacrifice of himself. A reward, forsooth!

From that time we have regarded him as occupying a false position. The slaveholding interest could not forget or forgive what he had said and done, it knew that his views and principles were unchanged. The anti-slavery interest could not shut its eyes to the fact that he was by his position separated from it, and while foreboding, it was still obliged to ensure the act. Thus he was politically isolated.

Such a man is not a fit subject for invective, or harsh accusation. He goes out of office, and is anxious to retire from public life. Why assail him rudely? Why strike one who asks only to be let alone?

There are men who hate freedom, or from selfish motives are actively antagonistic to their friends. Let our arms be raised against them. Such invective as that of Clay, can have no other effect than to embitter the feelings of a man like Mr. Corwin, who, whatever his errors of judgment, has certain great qualities of heart and of intellect, which must always command the admiration and esteem of all who know him.

#### SINGLE TRACKS ON RAILROADS.

One of the most fruitful sources of accidents on railroads, is getting behind time on a road which has but a single track. This danger is increased in a ratio with the frequency of the trains. If one of these is a few minutes late in reaching a certain point, where an approaching train is to be met and passed, the engineer of the latter train is considered entitled to the road, and dashes on toward the next "turn out," where he expects to find the due train quietly awaiting his arrival. But if from a slight misunderstanding in regard to time, this train, instead of being on the "turn out," is also rushing forward, a collision and fearful loss of life is inevitable. That we have not such collisions weekly on our Camden and Amboy Railroad, is a remarkable fact, and to be attributed solely to the prudence of those having charge of the trains. But, the lives of hundreds of passengers are in daily jeopardy on the route between this city and New York; and unless the Company—compelled to lay a double track, terrible scenes will yet be witnessed. Now that eight or nine daily trains are flying each way between

the cities of New York and Philadelphia, the risk has become imminent in a most fearful degree. Will the public wait until an accident, involving from thirty to a hundred lives, spurs them on to demand a double track on this road? or will they require it to be laid at once?

The public require it. What can that portion of the public, most interested do, while a majority in the New Jersey Legislature remains the creature of the Camden and Amboy Railroad Company? So far as the Company is concerned, it has no moral sense. It cannot be moved by a regard to public good or public safety; and its passive tool, the New Jersey Legislature, is yet as far beyond the reach of unselfish considerations. There is little hope in this case, we fear, from any exciting cause, less than that of a wholesale murder, as may be looked for daily. When this takes place, the people of New Jersey may be so aroused as to demand of their lawmakers the coercion of the Company into laying a double track.

No Railroad Company, we hold, should be allowed to make a dividend until a double track is laid from starting point to terminus. —*Arthur's Home Gazette.*

#### DESTRUCTION OF LIFE ON OUR RAILROADS—WE MUST HAVE BETTER SAFEGUARDS.

The Rev. E. H. Chapin of New York, made reference, in a discourse, to the fearful loss of life by recent accidents on railroads; and, in doing so, urged, eloquently, considerations of public duty.

"I do not wish," said he, "to forestall any legal judgment, and to excite bad passions, as contrary to my intention as it would be to my office. But I believe that the teaching a sacred regard for human life is a function of that office; and if the Divine Master walked over earth with solicitude for every bodily ill, may not the servant who professes to preach His Word be justified in endeavoring to strengthen the securities of life and limb? I do not wish to excite vindictiveness, but there is an honest indignation that has a right to express itself under the conviction of recklessness and ruin. And to those who say, 'Do nothing under excitement!' I reply, excitement may not be the time to take certain measures, but it is the time to start them. Wait until the excitement passes away, and away ebbs all practical effort until some new mode of desolation reawakens the desire for it."

"Pass the measures deliberately, calmly; but start them now. Pronounce no final judgment under excitement. For this specific case, I do not presume to determine who is to blame, or whether anybody is; but surely now is the time, as far as may be, to provide against such results in the future. And the possibility of such provision is founded in our conviction of man's recklessness—man's recklessness, not God's decree. When the stroke of calamity descends upon us from that mysterious depth, which the ancients called 'Fate,' but which we call Providence, we bow in submission to its inevitability. But it cannot be denied that the list of genuine 'accidents' is much more limited than the use of the term. Casualties in travel, which have their origin in causes beyond man's control, are comparatively few. Nature seldom deceives us in her conditions, if man is vigilant on his part. A wheel breaks; but who questioned its soundness? An axle snaps; but how was the iron tested? A collision takes place, but how was time punctually observed? A train plunges into the river, but was every responsible agent watchful at his post? If not, then life was not destroyed by accident, but by murder; not malignant assassination—not that kind of murder which comes from active passion, but from the next thing to it—indifference."

"And against this recklessness, I repeat, provision should be made by every measure which will enforce respect for human life—a sentiment which, I am grieved to say, needs to be more widely and deeply felt in our age and our country. Life is precious. It is a priceless freight which you bear in those rushing cars, oh! driving engineer—a freight of warm blood, and beating hearts, and dear reason's lips. The engine that pants before with throbbing breast, and arteries of fire, is but a poor symbol of the precious vitality and curious workmanship of the meaneast life that it drags along. An unsteady brain, a deceit of the eye, a slight risk, and the wealth of existence committed to your charge is shattered to ruin. And is it not right that community, that fathers and wives, and brothers and sons, should hold you stringently bound to all the responsibilities of your office, and refuse to cast upon Providence the burden of your fault? Something besides profit and the price of stock must enter into your account, O iron-hearted corporation. Against dollars you must balance life; and if a little gain is of more consequence than a bolt more firmly driven, or an additional officer at a dangerous point, say not that that community acts merely under excitement if it cuts the nerves by which corporations do feel."

"Yes, the very time to rebuke that carelessness which holds us so often at its mercy, and for which human hearts and human lives are so often sacrificed, is a time like this, when the public mind is intensely excited, stirred up by the horror and the agony to make some provision for future safety. In the name of the dead and of the living, let there be judicious, just, yet prompt action upon this matter."

#### THE CATASTROPHE AT NORWALK.

The train to which this terrible calamity has occurred was the express train for Boston, on the New Haven railroad. It left the Canal street station, in New York, at eight o'clock on Friday morning, and consisted of two baggage and five passenger cars. The number of passengers was about two hundred. The train arrived at Norwalk at half past 10 o'clock. About half a mile beyond the Norwalk station the road is carried over a creek by a bridge, in which there is a draw about sixty feet wide, the steamboat Pacific, plying between Norwalk and New York, and other vessels having a right of way. It was at this bridge that the frightful catastrophe occurred.

The mode of signalling the engineer that the draw is open, and that he must stop his train, is the lowering of a large red ball, which, when the bridge is closed and the track free from impediments, is again raised to the top of a staff of some altitude. Of course the engineer is bound to regulate his speed as he approaches the bridge that he can "brake up" without difficulty as soon as he discovers the warning signal. In this instance the engineer appears neither to have so abated his speed nor to have looked out for the signal. The ball had been lowered, the drawbridge having just been opened for the passage of the steamboat Pacific. The train, according to the testimony given at the coroner's inquest, was going at its full speed.

So that this fearful loss of life can only be charged upon a criminal recklessness on the part of the engineer which is almost without a parallel.

So terrific, indeed, was the speed of the train that although the gap or opening in the bridge was sixty feet wide, the engine literally overleaped it and struck the abutments on the other side, very little below the level of the line, before it fell into the water. The first baggage car fell partly across the tender, and the second, in which was a smoking room, fell close to it. Two of the passenger cars were precipitated upon this mass, and all were submerged, the engine and baggage wagons being deeply imbedded in the mud. It was high tide in the river, and the water was about twelve feet deep. The bottom of the third car broke in two, and the fragments hung suspended on the edge of the stationary part of the bridge. Some of the passengers were thrown into the stream a distance of about fifteen feet.

No pen can describe the scene that followed. We copy, however, the narratives of some who were eye-witnesses of this fearful disaster. —*Nat. Intel.*

#### STATEMENT OF AN EYE-WITNESS.

Mr. JAMES A. RENAUD, engineer of the steamboat Pacific, makes the following statement, which is also signed by Captain S. S. BYRNES, of that boat:

"I witnessed the terrible accident on the New York and New Haven railroad which occurred at ten o'clock this morning. The place where it happened is called South Norwalk Village, where there is a drawbridge across the Norwalk river. The drawbridge had been raised to permit the passage of the steamboat Pacific. I am the engineer of that boat, and was on board her at the time the accident occurred. We had got about thirty or forty yards from the draw when we heard the cars coming. I immediately looked aft and stood on the guard, where I could see everything that happened. The cars were very close together. The draw was wide open and the ball was down. This ball is used for a signal. When it is up it signifies that all is right."

"The locomotive was under such headway when it ran off that before it reached the water it struck the abutment on the opposite side—a distance of about sixty feet. The tender, baggage car, and two mail cars came next. Two passenger cars went into the opening on the top what had preceded them; the third broke in the middle, and half of it went down. In this third car two were killed instantly, and many more were hurt. How many in all were killed I do not know, but before I left, at twelve o'clock noon, between thirty and forty had been taken out dead. They were horribly bruised and mangled. One beautiful young girl, about sixteen years old, had the back of her head knocked in. There was one child about four months old, and many other children killed. The engineer and firemen of the train, when they saw the ball down, jumped off before the cars reached the bridge."

"When the cars ran off those in the rear ones screamed terrifically. We put back and rendered what assistance we could. People went to cutting the cars with axes and taking out the dead. Not one that was taken out of the second car was alive. The excitement was intense; women were rushing down with quilts to cover the dead; others were vainly striving to restore to life the poor victims as they were taken out."

#### THE KILLED.

We have the names of forty-one of the victims of this melancholy disaster, and fifteen bodies still remain at Norwalk unrecognised. The wounded, so far as reported, number twenty-four, and one hundred and eighteen escaped without injury. These form an aggregate of one hundred and ninety-eight, leaving eighteen persons to be accounted for, to make up the number of two hundred and sixteen passengers, registered as being in the cars. The missing, however, may have escaped and continued their journey."

The express agent was sitting upon a trunk in the baggage car, and escaped by forcing his way through the broken roof. He was severely wounded.

A newsboy, who fell through the floor of the car which broke in two, escaped unhurt. Mr. Trotter, Mr. G. F. Spear, and Mr. J. Bishop, of New Jersey, and Dr. Pierson, of Salem, were in the first passenger car that went down. The first three escaped by forcing themselves through the window of the car, although it was full of water. Dr. Pierson was drowned.

Mr. G. W. Pomeroy, of New York, had placed his wife and little child in the care of Mr. Spear. The child was saved by strenuous efforts on the part of Mr. Spear, but although that gentleman returned several times under water, in order, if possible, to rescue Mrs. Pomeroy, his efforts were unsuccessful. He rescued two other boys.

The citizens of Norwalk evinced the utmost sympathy and kindness toward the utmost medical gentlemen, who were travelling homeward, and the three resident physicians of Norwalk, were uncasing in their attentions to the wounded.

Among the names of the dead is that of Mrs. Fluent. She was married on Friday morning, and was starting on a short tour. Mr. Fluent escaped, though not without some injuries.

Mr. Allen Goss and his aged maiden sister, from Poughkeepsie, were on board. He was dangerously wounded in the head, and she was killed by splinters of the broken car.

It was stated at the place that the engineer, Daniel Tucker, had run into the drawbridge at Stratford last summer, and that he had a collision at Poughkeepsie two years ago.

A clergyman and his wife had just changed seats with a sailor. The sailor was killed and the others escaped.

The engine and baggage cars completely filled up the gap of the channel at the bridge. The passenger cars are complete wrecks. Mr. Geo. Selleck, who keeps a restaurant at the side of the depot, saw the smoke of the steamboat passing through but a few seconds before the train came along; they were going at so unusually rapid a rate that he foresaw the accident and ran for the bridge, but before he could get there the catastrophe had occurred.

A gentleman, after extricating himself, saved an infant child who was under the care of an aunt; the aunt, it seems, was drowned.

A man, who saved himself by breaking the window, sprang on the car, and called out for an axe to chop open the car to extricate his wife. Several boatmen in the vicinity hastened with their boats, and were the means of saving many lives.

Mr. Larcher, one of the dead, had on his person a very large amount of money, which has been taken possession of by Mr. Warner,

Cashier of the Fairfield County Bank, Connecticut.

All the watches, jewelry, and other valuable taken from the bodies of the deceased are in possession of Justice WOOD, acting coroner.

#### SCENE AT THE STATION HOUSE.

The scene at the railroad station house in Norwalk on Friday afternoon was appalling. In one small apartment were twenty-eight ghastly corpses, rigid in death; and in another seventeen, thickly covering the floor. Among them numerous surviving friends were eagerly scrutinizing each countenance, with mingled hope and fear, searching for the lost. As one after another was identified, the scene was often wearily affecting. Infancy, youth, and old age were all represented among the dead. The body of a beautiful female child, seeming to be almost animated with life, elicited exclamations from many. Almost all the bodies were greatly disfigured with bruises and cuts, and probably in a majority of instances injuries of this kind were sufficient cause of death. A few evidently died of strangulation by water. Before dark nearly all the bodies were divested of their clothing, put in neat coffins of black walnut, and forwarded to their friends. Every arriving train brought many in search of those that were supposed to be lost.

The following letter from an eye-witness gives a minute account of this sad catastrophe, and corrects some errors which have appeared in other reports. The editor of the N. Y. Times, to whom it is addressed, says that the writer can be implicitly relied upon:

#### NORWALK, SATURDAY, MAY 7.

I have no hesitation in saying that if ordinary caution had been used in approaching the bridge this frightful tragedy would never have occurred. Immediately before reaching the bridge the track forms a curve, so that the bridge itself is not within sight 'till you are almost upon it. This certainly is a highly faulty arrangement, but as it exists, and cannot now well be remedied, surely the express trains, which do not stop at South Norwalk, the spot where the accident occurred, (and not Norwalk, which is nearly two miles from the depot), should be compelled to slacken speed on approaching the curve. Of course, with the other trains which do stop at the depot, no such rule is necessary, as the bridge being close at hand, they will not have resumed any great rate of speed before reaching it.

I now wish to say that I was present at the time of the catastrophe. I was not on board the cars, and I was very near the drawbridge. The draw was raised when I approached the bridge, and the steamboat Pacific had just passed through. It was then I first heard the noise of the approaching train. I thought to myself, 'Good God! that is the express train.' I ran towards the bridge, feeling that no earthly power could prevent an accident. I looked up at the signal pole, and the ball was down. The train dashed past me like lightning. I am a tolerable judge of railroad speed, and I should say the train was going at over thirty-five miles an hour. It might have been more—it certainly was not less. The report in some of Saturday's papers that it was going at the rate of fifty miles an hour is incorrect. The road, in most parts, is too heavily graded for such a rate of speed to be attained. What I felt at that moment I cannot describe; I cannot even realize my own feelings, or recall the horror that seized me as the train fled by.

I was only one hundred yards from the bridge, and in a moment the locomotive had almost leaped the gulf—that fact alone is convincing that the rate of speed was not an ordinary one, as the draw is sixty feet wide. The engine and tender seemed to disappear together, and, rapid almost as thought first the baggage car, then the smoking car, then the first passenger car, then the second, went over the wall of the draw, a plunge of about twenty feet, into the water, which was at high tide. I heard the crash of breaking timbers, and one scream uttered simultaneously by many voices. Then, for a second or two, all was still as death; then I heard the gurgling of the water, as they rushed into the cars, forming eddies or little whirlpools on the surface. In another moment shrieks from those in the rear cars, and in the hind part of the third passenger car, filled the air, and in the next instant there was but one scene of indescribable confusion.

I should have stated, what indeed is already well known to the public, that the third passenger car was nearly pulled into the water. There was, however, the restraining force of the rear cars, while the weight of those which had gone over operated in front to drag it over the wall. The consequence was, that it snapped like a match; the flooring, the sides, and the foremost end flying forward, with a jerk, half across the draw. Many of the seats and the dislodged window sashes, with a crowd of timber fragments, were impelled, some of them, fully across the gulf, and two of the passengers, who were seated just at the spot where the car snapped asunder, were thrown full twenty feet forward, and pitched with frightful force upon the ruins of the second and first cars.

The first passenger car was wholly submerged. Only a portion of one end of the second was visible, and the water soon covered that; I suppose by the sinking of the first car, upon which it had fallen, deeper into the mud. The baggage car was submerged, as also were the locomotive and tender. The smoking car was caught upon the piles of the bridge, which partially kept it above water. I learned that there were only eight persons in it, and that they all escaped.

On hurrying to the beach, I saw forty or fifty persons struggling with the water, crawling up the end of the second passenger car, or catching at fragments of the floating wreck. It is a curious fact that some of the passengers who were in the third car, seated almost at the point where it broke asunder, were not impelled into the water, while others, as I have stated, were sent flying forward.

Language fails to depict the scene which followed. The passengers who were uninjured and those whose bruises were sufficiently slight to allow them to exert themselves, thronged to the assistance of the drowning. The poor creatures were taken out of the car windows; axes were brought to break through the sides and roofs of the cars, and as fast as any one rose to the surface an effort, to save them was made by some men who had put off in boats, or who had ventured into the water as far as their own safety permitted.

The steamboat Pacific, which had just passed through the draw, put back, and ropes were thrown out, and a boat lowered. I did not see any one taken on board. One gentleman, who was thrown off the wall from the breaking of the third car, escaped by swimming. I see it stated in some of the papers that none were killed out of the third car. That is quite erroneous, as two were certainly drowned. I think that none escaped out of the first car. Indeed, it was so deeply imbedded in the mud that those who were not killed by the shock of the fall must have been drowned almost instantly.

Of the terrible scene which ensued an hour afterwards, when the recovered bodies were taken to the depot; of the appearance of the dead and of their identification by their friends and relatives, I have no power to write. One lady (Mrs. Harley, formerly Miss Frances C. Sherman) was found in the first passenger car. She was clasping an infant. The great beauty both of the wife & child was noticed by every spectator as they lay side by side in their coffins in the depot. Some incidents occurred in the river which I have not seen noticed. One man emerged from an aperture in the second car, and succeeded in gaining the end which was not submerged, and in climbing upon it. He, however, slipped back into the water. I think he would have recovered his hold of the car, but at the moment of making the exertion a woman's arm rose above the surface, and convulsively grasped his coat. He again sunk, and on rising, while buffeting the water, and making an attempt to get hold of the car, a man seized him by the leg, just as he was raising himself out of the water. He fell back a third time, the other man apparently retaining his hold. They sunk together, and I think neither of them rose again.

Many, I imagine, were drowned through other things clinging to them, and impeding their efforts to escape. One man clung to a woman, and pulled her under water. He, however, was reached by some person in a boat, and both were saved.

The whole thing is a dream to me now. It does not seem real. It passed so rapidly, amid such terrible confusion, such a variety of shrieks, cries, wallings, and howlings of despair—faces rising to the surface and again disappearing—bleeding, flashing faces—faces like nightmare phantoms, hastily in sight only for an instant, but leaving impressions that will revive again in years to come, and recall the terror, the commotion, the groans of the sufferers, and the anguish of bereaved survivors—all the recollection of dead forms borne hastily away by the hands of sympathizing men, themselves haggard with awe—all these recollections, all that was crowded into a few short minutes of unutterable agony, or was transacted through that day and the following, as each train brought its crowd of mourners, and bore away the dead in their coffins—all is as a dream, and not till the traces of the calamity are removed, and the public have half forgotten it, shall I be able to realize it in all its tremendous force, as a real, an actual occurrence.

ART. III.—MEETINGS.

#### ART. IV.—OFFICERS.

The officers of this association shall be a President, two or more Vice Presidents, a Secretary, a Treasurer and a finance committee of three members. The officers of the Alliance and the members of the Finance committee shall be ex-officio an executive committee, with power to transact all necessary business during the recesses of the Alliance. They shall severally discharge the duties assigned to them, and shall report their proceedings at each regular meeting of the Alliance.

#### ART. V.—THE PLEDGE.

We who subscribe our names to this Constitution do so as a pledge to each other, and to the world that we will faithfully adhere to its principles, and that laying aside all personal and political preferences which interfere with a conscientious discharge of the duties herein assumed, we will, as far as in us lies, endeavor to promote harmony and unity of action among the friends of Temperance, not permitting minor differences about men or measures to prevent us from a hearty cooperation in carrying forward the great work of benevolence in which we are engaged.

#### BY-LAWS.

SECTION 1. The Executive committee of this Alliance shall divide the territories embraced within its boundaries into convenient districts, and shall assign each district to a sub-committee to consist of one or more persons, and these sub-committees, if they are appointed by a county Alliance, shall proceed to cause Township or District Alliances to be organized in all convenient localities within their respective districts; and if they are appointed by a Township or District Alliance, they shall proceed to solicit the membership of all residents, and especially of all the legal voters within their respective districts. They shall also make a record of the names of all legal voters who decline to subscribe to the Constitution, classifying them as in their opinion they stand, whether for or against the election of temperance men to the Legislature.

Sec. 2. This Alliance shall take some efficient measures to procure and circulate Temperance papers, tracts, and documents, giving correct information on the various topics under discussion; and shall, if possible, cause public lectures and speeches to be delivered in every convenient locality within its boundaries.

Sec. 3. The Secretary of this Alliance shall report monthly to the Secretary of the State Alliance, the number of its auxiliaries, the number of the names of members attached to its constitution, and how many of them are legal voters, and how many were added during the past month; and the Secretaries of Township Alliances shall report semi-monthly to the County Alliance, giving a correct list of all the names of new members admitted during the period since last reported, together with the residence and post office address of the legal voters, and such other information as may be deemed of importance.

Sec. 4. It shall be considered the duty of every member, as far as practicable, to attend all regular meetings of the Alliance, to use all honorable means to add to its members, and to contribute in proportion to ability towards defraying all necessary expenses.

On motion, the members proceeded to the election of prominent officers, which resulted as follows:

W. L. Stubbles, President.  
H. D. McCarty, 1st Vice President.  
Thomas Michener 2d "  
W. H. Clark, Secretary.  
Samuel McKissin, Treasurer.  
James Gourley, A. Moore, and J. W. Newport, Finance committee.

On motion, it was Resolved, That a copy of the proceedings be presented to the Editors of the papers of this county, and the Ohio Organ, for publication.

The Alliance then adjourned to meet in St. Clairsville, on Thursday, the 24 of June, at 10 o'clock, A. M.

W. L. STUBBLES, Prest.  
W. H. CLARK, Sec.

W. H. CLARK, Sec.

It is requested that the friends in each Township in the County will organize an Alliance immediately, that they may be represented in the County Alliance at its next meeting.

W. H. CLARK, Sec.

#### FOREIGN NEWS.

##### ARRIVAL OF THE ATLANTIC.

New York, May 14.

The Atlantic arrived at her dock at 8 o'clock. She left Liverpool on the 4th, at 9 o'clock, A. M., with 120 passengers. The Andes arrived out on the 30th, in 11 days, 22 hours. The Europa arrived out on the 1st inst., in 10 days, 15 1/2 hours.

The English Parliamentary debate on the financial budget continues. A motion repudiating the continuance of the income tax, was negatived by 71 majority for the Government.

Mrs. Stowe is the guest of the Duchess of Sutherland, and has dined with a distinguished party of Judges, and other notables at the Lord Mayor's.

The Empress of France miscarried on the 29th of April. She was two months *en route*. Montebello's expected motion asserting the legality of appropriating the receipts of the sale of the Orleans property, fell dead born, only one member supporting it, and the Assembly's committee ultimately rejected it.

Alex. Humbolt, and a thousand citizens, petitioned the King of Prussia to remove the Jewish disabilities.

The Cantons Ticino and Grisons have formally notified the Federal Swiss Government that they will not give up refugees.

Berne letters of the 28th state that the Federal Council were hastily summoned to consider the fact of Austria advancing a military position a spot near Stulbig, always regarded as Swiss territory. No decision has yet been announced.

Vienna letters of the 27th express fears of a short crop owing to the wet seed time. No Christians have been massacred in Bosnia, but a religious conspiracy against the Christians was discovered among the young Priests, of whom 150 have been banished to Asia.

Advice from Melbourne on the 25th state provisions falling, and labor rather lower. The yield of gold continues about average.

#### THE MARKETS.

Sales of cotton 30,000. Speculators 3,000, export 2,000. Fair Orleans 6 1/2, Middling 6 1/2, Upland Fair 6 1/2, Middling 6 1/2.

Trade at Manchester has improved. Flour

advanced 3s 6d. In Lard prices are stiffer. Bacon active. Beef and Pork in moderate request.

#### Our dispatches from Europe by the Asia,

though interesting, bring intelligence of no event of absorbing importance. Mrs. Stowe has been received with a great demonstration of enthusiasm by the people of Edinburgh with the municipal authorities at their head. In the House of Lords the Earl of Clarendon has stated that a British fleet will be sent to the colonial fishing grounds this summer to stop the encroachments of American fishermen, and that both Mr. Webster and Mr. Everett were ready to negotiate for reciprocal free trade with the Colonies, though no treaty was made by them. Mr. Gladstone's budget is much discussed in the British journals, though it has not yet been taken upon in Parliament. Its extension of the income tax to Ireland and to incomes of £100, is a highly objectionable feature which may very possibly defeat it, in which case the Ministry will dissolve Parliament. Should they do so, they will only prolong their own dissolution, which may be regarded as inevitable at no very distant period.

In Holland the Ministry has gone out of office on the question of favoring the establishment of Catholic Bishops in the country; a more rigid Protestant Cabinet succeeds. It is also said to be doubtful whether the new Ministers of Spain can hold their places; the people are very much excited on account of the attempts to subvert the Constitution made by Bravo Munillo and Roncali, the last two Premiers, and it will not be easy to satisfy them. In France there is nothing of moment, except it be the evidence of what was known before, namely that the people have no real attachment or respect for Louis Napoleon; when, riding with him to the theater, the Empress is grossly insulted by persons in the crowd along the street. In Germany there is nothing new but table-moving. From Turkey we have no intelligence except that a riot has taken place at Constantinople, in which several Christians were killed, and the military were obliged to interfere to restore order. The Russians report that they have suspended their extraordinary operations in the South-East, near the Turkish frontier,—doubtful, and also that they have gained something of a victory over the Circassians—more doubtful still.

#### The Cotton market was heavy and drooping,

but Breadstuffs had met with some improvement. —*N. Y. Tribune.*

THE NEW SILVER COIN.—The Express Agents of Messrs. Adams & Co. have been engaged for some days past in transporting to different parts of the country considerable sums of new silver currency, drawing from the Mint, it is said, some fifty thousand dollars daily. The banks of the principal cities are thus rapidly becoming possessed of a sufficient amount for all current purposes, and will shortly be able to supply the wants of the community at large.

The great inconvenience which has of late been experienced everywhere from the scarcity of silver coin has not, except at a few points, arisen more from the inadequacy of the supply than from a vague apprehension among those whose gains and funds are usually in silver. These have feared to part with the small coins they have hoarded from the moment they perceived a slight difficulty in obtaining change, and so a large amount of money has been abstracted from circulation. As soon as it is perceived that no objection lies against exchanging silver for gold, or approved bank notes, we shall feel the convenience, at market and in petty transactions, of a rapidly increasing flow of the smaller coins.

We have seen no specimens of the new currency except the quarter of a dollar. This resembles closely the old coin, and but for its brightness would pass without particular notice. The chief differences are that on each side of the date, 1853, are arrow heads; and from the upper part of the sitting figure of Liberty rays emanate as from the sun. Perhaps the milling—that is, the indentation at the edge—is not so distinctly and finely done as in the earlier coins. This may arise, however, from the unusual urgency of the work at the Mint, in the effort to afford immediately a supply of silver coin to the demands of the whole community. —*Nat. Intel.*

#### TERRIBLE CATASTROPHE.

##### BUFFALO, May 14.

A dreadful accident occurred here this afternoon, by the falling of a large building occupied as a banking house by Robinson & Co. The building being repaired, to do which a part of the wall was taken out, when the remainder fell, with a great crash, burying 15 or 20 workmen, and some others beneath the ruins. Up to 9 o'clock 3 dead bodies and 6 living had been taken out, though 15 more are beneath the rubbish, all doubtless dead.

#### Clothing Business in Cincinnati.

From a report lately made to a meeting of shamstresses of Cincinnati, the Gazette gathers the following interesting statistics in relation to the Clothing business in that city: It is estimated that there are in Cincinnati about four thousand women who support themselves by sewing. Of these a large majority are employed by the proprietors of ready-made clothing stores. From these stores work is also given out to about two thousand women residing in Newport, Ovington, Fulton and other towns in the vicinity of Cincinnati. A considerable amount of work is also entrusted to women who live in other counties, and who, coming to the city by omnibuses and railways, take with them to their homes a large number of garments.

The clothing thus manufactured is not sold in Cincinnati. Large quantities are forwarded to the interior and northern parts of this State, to Kentucky, Indiana, Illinois, Michigan, Missouri, and other districts of the South. So cheap is labor in Cincinnati, that our clothes profitably compete with those in the country localities to which the city clothing is sent.

There are, as nearly as could be estimated in the short period allotted to the preparation of this report, four hundred and fifty ready-made clothing establishments in this city, one hundred of which do mainly a wholesale